PGCPB No. 06-94 File No. DSP-05072

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on April 20, 2006, regarding Detailed Site Plan DSP-05072 for Addison Road, Phase II, the Planning Board finds:

1. **Request:** The application is for the purpose of reviewing the development of 75 single-family attached, 9 single-family detached homes, and 6 mixed-use units. The detailed site plan approval is required by the sector plan and consists of a site plan, landscape plan, architectural elevations, and a Tree Conservation Plan, TCP II/19/06.

2. **Development Data Summary**

	EXISTING	**PROPOSED**
Zone(s)	M-U-I	M-U-I
Use(s)	Vacant	Single-family attached Single-family detached Mixed-use units
Acreage	15.91	15.91
100-year floodplain	1.23*	1.23*
Net tract Area	14.68	14.68
Lots	0	90
Square Footage/GFA	0	178,800-292,800 residential 3,000 commercial
Total Dwelling Units:	0	90
Single-family detached	0	9
Single-family attached	0	75
Mixed-use units	0	6

*The floodplain information should be confirmed by the Department of Environmental Resources.

Other Development Data

PARKING TABULATION

	REQUIRED	PROPOSED
SINGLE FAMILY ATTACHED	75 Units X 2.04 = 153	
GARAGE SPACES		150
(75 2-Car Garages)		
ON-STREET PARALLEL		6
TOTAL	**153**	**156**
MIXED-USE UNITS	RESIDENTIAL (1 Unit x 2.04) +	
6 TOWNHOMES WITH 900 sf	COMMERCIAL (1.0 space/200 sf for	
G.F.A. EACH (MAX.	900 sf)=2.04 + 4.5=6.54 minus 30%	
COMMERCIAL SPACE)	reduction*=4.578=5 spaces x 6 units=30	
GARAGE SPACES		12
(6 two-car garages)		
ON-STREET PARALLEL		18
TOTAL	**30**	**30**
SINGLE FAMILY DETACHED	9 Units x 2.00=18	
GARAGE SPACES		18
(9 two-Car Garages		
TOTAL	**18**	**18**
OVERALL TOTAL PARKING	**201**	**204**

*30 percent reduction is per Section 27-546.18 (b): "Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed. The approved regulations may reduce parking requirements by thirty percent (30%), where evidence shows that proposed parking will be adequate, notwithstanding provisions in Part 11."

Comment: The plans currently reflect the minimum parking spaces required for this site; however, staff recommended the plans should be revised (prior to signature approval) to incorporate an additional six spaces in the vicinity of the mixed-use units for the convenience of customers and the drive should be widened to 22 feet for two-way traffic. The Planning Board did not agree with the staff in regards to the six additional spaces and found that there was sufficient available parking nearby.

3. **Location:** The subject property is located on the east side of Rollins Avenue and the west side of Addison Road, approximately 3,000 feet south of its intersection with Central Avenue (MD 214).

4. **Surroundings:** To the north of the subject property is a church and a vacant parcel of land zoned R-

55; the eastern edge of the property has frontage on Addison Road; the western edge of the property has frontage on Rollins Avenue; to the south of the property is vacant land zoned R-R zoned land developed with scattered houses.

5. **Previous Approvals:** The property is the subject of Preliminary Plan 4-05016, approved by the Planning Board on September 8, 2005. The resolution of approval, PGCPB Resolution 05-189, was adopted on September 29, 2005. The preliminary plan remains valid until September 29, 2007, or until a final record plat is approved.

On February 13, 2006, the District Council approved CSP-05002B-C, which includes rezoning of the property from the R-55 to the M-U-I Zone, subject to conditions.

6. **Design Features:** The proposed development is composed of single-family detached units, single-family attached units, and mixed-use units. The single-family detached units line the southern property line, adjacent to vacant R-55-zoned land. The single-family attached units comprise the remaining portion of the development of Phase II. The mixed-use units are attached and are located at the western edge of the site, fronting on Rollins Avenue. Mixed-use units include the first floor as commercial space (900 square feet) and the second and third floors as residential living units. Parking for the mixed-use units is proposed as a combination of garage spaces and on-street parking.

The plan proposes two access points from Rollins Avenue. The proposed extension of Brook Drive crosses the property from north to south, providing a future connection to the property to the south. The plan proposes a mixture of public roads, private roads, and alleys. The single-family detached units will provide vehicular access by both front-load garage units. Two-car garages are proposed for all of the units. The single-family attached units will be served by front-load garages, integral rear-load garages, and rear detached garages.

The plan layout proposes a grid street pattern and a pedestrian system, which will extend from Rollins Avenue to the proposed extension of Brooks Drive, with two bio-retention areas. The layout of the remaining portion of land between Brooks Drive and Addison Road is grid-like as well, but incorporates two stormwater management ponds. None of the units or ponds will be visible from Addison Road. A clear pedestrian pathway is provided along Brooks Drive extended, which will provide access to the Metro.

The plan proposes three housing types, one of which will include commercial space at the first floor. The architectural elevations indicate the following units proposed to be built:

Single-Family Detached

Model	**Minimum Finished Living Area**
Ryan Homes–Kipling	3,061 square feet

Single-Family Attached

Model	Minimum Finished Living Area
NV Homes–Astor	2,112 square feet
Ryan Homes–Hazelton	2,451 square feet
Craftstar–Arlington	1,902 square feet

Mixed-Use Units

Model	Minimum Finished Living Area
Ryan Homes—	
Residential space	1,550 square feet
Commercial space	900 square feet

The detailed site plan layout as a whole conforms to the vision set out by the ARM Town Center Development District. This is the third residential development within the overlay zone to be reviewed by the Planning Board/District Council and will contribute toward revitalization of the area.

COMPLIANCE WITH EVALUATION CRITERIA

7. Staff finds that the proposed development conforms to the purposes and recommendations for the development district as stated in the Addison Road Metro (ARM) Town Center sector plan. The ARM Town Center development district sector plan sets out four primary goals or purposes. These four goals emphasize the need for revitalization of the area and the need to accommodate the users of the Metro station and pedestrians. The development district standards were written as design criteria to implement these goals. The sector plan summary states the following purposes:

The chief single purpose of the sector plan is to maximize the public benefits from the Addison Road Metro Station. Built on a widened and improved Central Avenue, the Addison Road station represents years of transportation planning and construction and millions of dollars of public investment. The station connects the ARM Town Center to the many employment, shopping, recreation, and business opportunities available to users of the Washington Metro system.

The sector plan sets out four primary goals:

First, revitalizing the town center with new, upscale residential and commercial development. The entire town center area is in need of revitalization to attract new business and residents.

Comment: The proposed infill project is the third residential use proposed as a detailed site plan, the first being the Brighton Place development, DSP-04082; the second being the first phase of Addison Road South, DSP-05022. These three properties are within close proximity of each other and have

been coordinated from a site design standpoint to complement each other. These plans, if approved, should be considered the critical first steps in the revitalization of the Addison Road Metro Town Center.

Second, promoting transit-oriented development near the Metro station. Transit-oriented development serves Metro users, not the automobile.

Comment: The layout of this development is a grid pattern that will provide direct pedestrian access to the Metro as other properties develop and will provide the critical connection to Addison Road via Brooks Drive extended.

Third, promoting pedestrian-oriented development. Pedestrian-oriented development aids Metro users and will encourage pedestrians to use residential and commercial properties near the Metro station; and

Comment: The site plan has provided for the use of rear-loaded townhouses along Brooks Drive extended, the main pedestrian route to the Metro station, which will enhance the public streetscape for use by the pedestrian. The sidewalk layout avoids conflict between the pedestrian and the automobile by placing the fronts of buildings along the sidewalk routes and placing the garages at the rear of the units, in most cases, throughout the site. Although the automobile will be provided for on the site, pedestrian and vehicular conflicts have been minimized.

Fourth, compact development in the form of a town center, with a town commons area at Addison Road and MD 214, next to the Metro station. Compact development, with higher development densities favoring Metro users and pedestrians, offers the benefits of the Metro station to the greatest number of residents and businesses.

Comment: The proposed site plan contributes to the compact form of development envisioned by the DDOZ. The density is proposed as 6.5 units per net acre for all uses. The proposed layout is dense and urban, fulfilling the vision of this sector plan to create an urban environment around the Metro. This is an important contributing factor toward building the appearance of a town center.

8. The detailed site plan is in conformance with the development district standards of the development district overlay plan. Where a development district standard cannot be complied with, Section 27-548.25(c), allows the applicant to ask the Planning Board to apply different development standards, unless the plan provides otherwise. The Board must find that the alternate standard will benefit the development and the development district and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. The applicant provides the following discussion in a letter dated March 15, 2006:

> "Detailed Site Plan #05072 is generally in conformance with the Development District Standards of the Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity. According to Section 27-548.25 (c) 'If the applicant so requests, the Planning Board may apply development standards which differ from the

approved Development District Standards, unless the Sectional Map Amendment provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.

"The applicant has requested the approval of alternative Development District Standards in some cases in order to implement the proposed plan of development. In general, the goals of the Addison Road Metro Town Center sector plan continue to be met with the proposed alternative standards. The alternative standards are the minimum required to accommodate the proposed design. The following standards are requested to be modified:

"• **S3. D.—A front build-to line between 10 and 15 feet from the right-of-way line shall be established for single-family attached residential dwellings within the town center.**

"Alternate:

"Single-family attached units shall not be required to meet the front build-to line between 10 and 15 feet from the right-of-way line.

"Applicant's justification:

"In general, the build-to line requirement has been met where feasible. In some cases, site conditions and design considerations support variation from this requirement. Along Rollins Avenue, the townhouses have been setback to accommodate an open green space to enhance compatibility with the surrounding existing neighborhood. It should be noted that in this location, design considerations favored orienting the units toward the street to avoid the view of the rear of houses from the main roads. This orientation of the dwellings creates a more aesthetically pleasing environment and is in keeping with the neo-traditional design supported by the Sector Plan. Also, in some areas single-family attached units with front load garages have been used. These units are setback 18'-25' from the front property line to accommodate room for tandem parking in the driveways.

"Finally, the one group of attached units, which face the proposed master planned roadway running through the middle of the site, are setback up to 116' from the right-of-way line in order to allow for an open green space. This allows for a buffer to enhance the compatibility between the units and this planned primary residential road."

Comment: The plan proposes setbacks deeper than the 10- to 15-foot build-to lines, as stated above in order to accommodate a parking pad in front of the units that have front-load garages. The front-load townhouse units are set back approximately 0-20 feet, which is appropriate to allow vehicle parking behind the two-car garage. Staff recommends that the alternative language above be adopted.

"• **S3. F.—Residential garages shall be sited to reduce their visual impact on the**

street. Alternatives should be pursued which locate the garage towards the side or rear of a lot, or at a minimum recess the garage at least six feet from the front building façade.

"Alternate:

"The single family attached units on Lots 140 through 196 shall be approved with front integral garages which are not recessed from the front building facade.

"Applicant's justification:

"Generally, rear garages were used whenever possible throughout the project. The applicant is offering up to five different house types. Only three of these have front garages, and two of those have garages that are not recessed at least six feet from the front building façade. All units along Rollins Avenue will have rear garages. In order to accommodate some steep grade areas and provide a variety of options for homebuyers, we determined the overall development would benefit from some front garage single-family house types. These unit types, with non-recessed front garages, represent less than 65% of the total number of units on the project. They are used only as a means of accommodating steep grades and/or environmental conditions."

Comment: Staff agrees with the applicant proposal to provide for front-load garages that are not recessed in some locations because configuration of the layout is such that rear-load garages are not easily accommodated and recessing of the integral garages will make very little impact in the visual quality of the neighborhood. The townhouse unit front-load garages are three-story units built on slab and recessing the garages would require structural changes to the design of the unit that may not be feasible.

"• **S3. G.—Residential dwellings shall front onto public streets, whenever possible.**

"Alternate:

"Where possible, the units front on the public streets. Attached units within the project may front on private roads that connect to public streets or on public green areas. All single family detached units shall front on public streets.

"Applicant's justification:

"Generally, wherever public streets are located within the project, the adjacent units front on that public street. However, as is typical with all attached dwelling development, some of the attached units front on private streets. Additionally, in keeping with the neo-traditional design concepts, some of the units front on a village green. All of the attached units are accessed either by the private streets or the neo-traditional alleys or front directly on the

public streets. All the detached units front on public streets."

Comment: Staff agrees with the applicant's alternative language because the use of private streets to serve the townhouse units is typical, and the design of the streetscape of the private streets makes the look very much as if they are public streets.

"• **P1. E.—All streets within the town center shall be constructed with curb and gutter.**

"Alternate:

"All public and main private streets within the project shall be constructed with curb and gutter. Private alleys are not defined as streets and therefore do not need to be constructed with curb and gutter per Section 24-128 (b)(7)(A)(ii).

"Applicant's justification:

"The plan proposes private alleys as access to single family garages in order to remove garages from the front of dwellings whenever possible. They also contribute to the overall network of streets by providing more interconnectivity. The open section design of the alleys is in keeping with neo-traditional design concepts and discourages the perception that these are 'through streets.'"

Comment: Staff agrees with the applicant in regard to this issue if a condition is attached to the approval that requires the applicant to provide a concrete edging to the alleys designed to collect water runoff and/or provide a clear edge to the paving.

"• **P2. E. - Sidewalks within the residential areas of the town center shall be constructed of concrete or brick paving, be a minimum of five feet in width, and should provide a six-foot-grass strip for the planting of shade trees.**

"Alternate:

"Sidewalks within public right-of-ways of the project shall be constructed of concrete or brick paving, be a minimum of five feet in width, and should provide a five-foot-grass strip for the planting of shade trees. Sidewalks elsewhere within the project will be at least five feet in width, constructed of brick or concrete, and the grass strip width may vary as shown on the Detailed Site Plan.

"Applicant's justification:

"Sidewalks and tree strips within the public right-of-ways of the project will conform to DPW&T standards of a five-foot sidewalk and a five-foot tree strip. Sidewalks are provided elsewhere throughout the site in private areas in order to provide interconnectivity with the

public right-of-way sidewalks. Some of these cut between lots or provide access to front lead walks or run along an alley for a short distance. In these areas, six-foot tree strips are not always necessary or feasible due to space constraints."

Comment: Staff agrees with granting relief from this provision because of the standards set forth by the DPW&T.

9. The alternative development district standards will benefit the proposed development and the district and will not substantially impair implementation of the DDOZ. The site plan will meet all other mandatory requirements; however the following requirements warrant discussion:

S4 E The bufferyard requirements within the town center shall be reduced to facilitate a compact form of development compatible with the urban character of the area surrounding the Metro Station. The minimum bufferyard requirements for incompatible uses in the Landscape Manual shall be reduced by 50 percent within the town center. Alternative Compliance shall not be required for this reduction. A six-foot high opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the bufferyard between residential and commercial uses. The plant units required per 100 linear feet of the property line or right-of-way shall also be reduced by 50 percent.

Comment: The plans should be revised prior to signature approval in order to provide a schedule to depict the bufferyard required along the northeastern property line and to provide the entire 15-foot-wide bufferyard required next to the church on the subject property. The plans should be revised to create ten feet of open space at the rear of the lots for planting and five feet of planting on the lots. A six-foot-tall fence with brick piers should be located on the property line, with piers located at 22-foot intervals.

S4 F Residential uses within the town center shall comply with the Residential Planting Requirements of the *Landscape Manual.*

Comment: The plans should be revised prior to signature approval to demonstrate compliance with the requirements regarding the single family detached units.

P1 I Vehicular linkages in Addison South shall be provided by a grid network of interconnecting streets. Linkages include connections to Rollins Avenue, Addison Road, Brooks Drive extension and Metro West to the north via Zelma and Yolanda Avenues.

Comment: This plan of development fulfills this specific subarea requirement for Addison South. A grid network of streets has been provided, connecting the subject site to Rollins Avenue and Brooks Drive extended— incorporating a grid network of connecting streets—is proposed for the Addison South area.

P2 F Crosswalks shall be provided at all intersections. Crosswalks at primary intersections shall be constructed of interlocking concrete pavers. Crosswalks at secondary intersections shall have striped markings in the pavement. Crosswalk materials for primary intersections shall be consistent throughout the town center.

Comment: The plans do not indicate crosswalks at the primary intersections, therefore, the location of crosswalks and details of the crosswalk should be added to the plans, prior to signature approval.

P4 B Medium to large deciduous shade trees shall be utilized for street trees, and shall be planted between 30 and 40 feet on center. Street trees shall be installed at a minimum height of 12 feet and 2½ inch caliper.

P4 D A limited tree and plant palette shall be selected to provide consistency, uniformity and a distinct identity to the roads within the town center. One tree species shall be selected for use as the street tree for each roadway within the town center.

P4. F Plant selections for trees shall consider the following characteristics: shape of canopy, depth of root zone, overhead utility lines, drought tolerance, maintenance requirements and tolerance of adverse urban conditions. Native plant species are strongly recommended.

Comment: The plans generally comply with all three conditions above.

P5 C At the time of the first site plan in Metro West or Addison South, a consistent type of ornamental pole and luminaire shall be selected in consultation with DPW&T.

Comment: This plan should be revised prior to signature approval to reflect the ornamental light fixture that is standard equipment to be installed under the PEPCO utility company as was approved on the plans for Brighton Place, DSP-04082, the property to the north.

10. Section 27-546.15 through Section 27-546.19 set forth the requirements for development in the M-U-I Zone. The following are the applicable sections:

Section 27-546.17(b) states the following: Residential and commercial uses may be placed with a horizontal or vertical mix on property in the M-U-I Zone, subject to approval of a detailed site plan.

Comment: The mixed-use ("live/work") units propose commercial space on the first floor and residential units on the second and third floors. The remaining portion of the project is proposed as residential.

Section 27-546.18(a) states the following: Except as provided in Subsection (b), the regulations governing location, setbacks, size, height, lot size, density, and other dimensional requirements in the M-U-I Zone are as follows:

(2) R-18 Zone regulations apply to all uses in Section 27-441(b)(6), Residential/lodging, except hotels and motels;

Section 27-546.18(b) states the following: Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I zone, the site plan as approved shall set out the regulations to be followed. The approved regulations may reduce parking requirements by thirty percent (30%), where evidence shows that proposed parking will be adequate, notwithstanding provisions in Part 11.

Section (b) above potentially authorizes the modification of development standards for mixed uses. It stipulates that the mix must include both residential and commercial land uses *and* that those uses be located on the same lot or parcel. In this case, the live/work units adhere to this concept. However, proposed lots that do not include a mix of residential and commercial uses—as in the case of the remaining portion of the development—must follow Section (a) above, which refers to the R-18 Zone regulations. For this case, the townhouse use, as stated in the R-18 Zone, ultimately refers to Section 27-433, the standard R-T regulations. For the single family detached lots, the regulations are set forth in 27-442.

The plan does not demonstrate complete conformance to the requirements of the R-18 Zone for the lots that are not mixed use. For example, in regard to the townhouse section of the development, the minimum lot size per Section 27-433 requires 1,800 square feet. The plan indicates lots proposed as 1,750 square feet. The minimum lot size for single-family detached development in the R-18 zone is 6,500 square feet. All of the single family detached lots are less than 6,500 square feet.

In justification statement submitted to this office on March 31, 2006 for Detailed Site Plan DSP-05072, Addison Road South, Phase II, Request for Variances, the applicant has provided the following argument:

> "The Applicant is in the process of developing a parcel of land known as Addison Road South Phase I consisting of approximately 17.13 acres (the "Subject Property"). The Subject Property is the subject of an approved Conceptual Site Plan (CSP-05002BA) and Preliminary Plan of Subdivision (4-05016). Development is proposed pursuant to the M-U-I zone and D-D-O zone. The proposed development consists of a neo-traditional mixed-use community consisting of residential townhomes, single-family detached homes and work/live units. The Detailed Site Plan is consistent with the approved Conceptual Site Plan and Preliminary Plan and is designed to implement the design themes established for metro related development in the Addison Road Sector Plan. The Detailed Site Plan utilizes a grid pattern layout, urban alleys with rear garages, a village green and the elimination of large surface parking lots. The design is consistent with the purposes and intent of the M-U-I zone and the Addison Road Sector Plan. The Conceptual Site Plan was for a single parcel and contemplated a mixture of uses throughout the project. The M-U-I zone contemplates a mixture of uses such as proposed and allows for a variety of density and design criteria to be

established via the approval of a Detailed Site Plan. However, because once the final plat of subdivision is recorded each dwelling will be located on a separate lot, Section 27-546.18(b) may be interpreted to read that the units other than the work/live units be evaluated in accordance with the R-18 and R-T zone regulations pursuant to Section 27-546.18(a). Although the Applicant believes its Detailed Site Plan is consistent with the Conceptual Site Plan and the purposes and intent of the M-U-I zone, it has conducted an analysis of the R-18 and R-T regulations. As a result of that analysis, several variances from those regulations are required. Pursuant to Section 27-548.25(e), in the DDOZ zone, variances may be approved in connection with the approval of the Detailed Site Plan provided the variances comply with the Development District Standards. The Applicant requests the following variances:

"VARIANCES RELATED THE TOWNHOUSE LOTS.

"A. Lot Area Minimum (27-442(b))

"Required: 1800 Proposed: 1750

"In order to achieve the grid pattern and transition from single family detached units to townhomes as well as provide appropriate parking for the live/work units some townhomes have a minimum lots less than 1,800 square feet. No townhome lots are less than 1,750 square feet and 80% are 1,800 square feet or more.

Comment: Staff is in agreement with the proposal to reduce the standard lot size from 1,800 square feet to 1,750 square feet, because the reduction of the lot sizes is limited to 20 percent of the lots and the reduction is less than 3 percent of the standard size of the lot, which will not be visually noticeable. In fact, the reduction will result in the length of the lots being approximately two feet shorter than other lots within the development of the standard size. It should be noted that the minimum width of all of the proposed townhouse lots is 22 feet wide, rather than the standard 20-foot width that is permitted by the Zoning Ordinance.

"B. Total Yard Minimum (27-442(e))

"Required: 800 (500 w/steps, terraces, decks) Proposed: 400

"The townhomes are designed in accordance with the design criteria featured in neo-traditional planning concepts. Homes are brought close to the street to replicate the massing and feel of an urban townhome community. This is consistent with the grid pattern streets and block layout contemplated in the Sector Plan. The majority of green space was placed in common areas to include village greens and to protect environmental features. In fact more than half of the site acreage is devoted to HOA open space areas, some designed and some naturalized.

Comment: Staff also agrees with this request to reduce the required minimum yard area from the

effective 500 square feet required by the Zoning Ordinance to the 400 square feet proposed for lots that are rear-loaded garage units. The lots that require the variance are essentially lots that front on a mews or courtyard and have a rear-load garage. This causes the rear yard to be mostly concrete, as it is parking space and provides access to the garage. In order to offset this lack of yard area, staff recommends the requirement of a standard deck off of the second floor of the unit, which will provide an outdoor space off of the main living area of the townhouse. Therefore, staff recommends that the builder provide, as a standard feature of the unit, a minimum 10-foot by 20-foot-wide deck on the rear of these units. The details and specifications of the decks should be added to the plans prior to signature approval.

VARIANCES RELATED TO SINGLE FAMILY DETACHED LOTS.

"A. Lot Area Minimum (27-442(b))

"Required: 6,500 Proposed: 5,550

"The proposed single family lots provide a transition from the adjoining single family detached zoned land to the townhome lots proposed in the project. The Lots are in keeping with width generally found in R-55 lots."

Comment: Staff agrees with the proposal to reduce the lot sizes of the single family detached lots because the location of the lots are along the southern property line adjacent to property zoned R-R. This property is the most southern property within the ARM sector plan. Future lots for the development of the adjacent property will be a minimum of 10,000 square feet if developed as cluster development and a minimum 20,000-square-foot size if the lots are developed as traditional R-R-zoned lots. The applicant is proposing lots at a minimum size of 5,500 square feet. The proposed lot size is roughly one quarter of the projected size of the future single-family detached development to the south. The use of smaller lots at these locations will provide a transition product between the single family attached dwellings to the north and the future single family detached dwellings to the south.

"**B. Lot Width Minimum-building (27-442(d))**

Required: 65' Proposed: 52'

"The transitional function of the single-family lots results in a reduction of the lot width at the building line. No lots will be less than 52 feet in width at the building line."

Comment: Staff agrees with the applicant's proposal to reduce the lot width minimum at the building because the Zoning Ordinance assumes a more suburban layout than the sector plan envisioned in this area of the county. The nontraditional design of this project uses grid patterning of the layout of lots, which is not consistent with the widening of lots from the street line to the building line.

"**D. Side Yard (27-442(e))**

"Required: 17'/8' Proposed: 6'/3'

"In keeping with the neo-traditional design, the lots are designed to be urban home sites and to provide a transition from the adjoining single family lots townhome lots in the proposed project."

Comment: Staff does not agree with the applicant's proposal in this case. In review of other neo-traditional designs previously approved, the side yard setbacks have not been approved less than five feet in width. Therefore, staff recommends that a variance be approved to not less than five feet.

Section 27-546.19(c) states the following: A detailed site plan may not be approved unless the owner shows:

(1) The site plan meets all approval requirements in Part 3, Division 9;

Comment: The plan meets the requirements of Part 3 Division 9, specifically Sections 27-274, Design Guidelines, and particularly Section 27-274(11), Townhouses.

(B) Groups of townhouses should not be arranged on curving streets in long linear strips. Where feasible, groups of townhouses should be at right angles to each other and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.

(2) All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;

Comment: As stated above, the plan meets the requirements of the Addison Road Metro District Development Plan.

(3) Proposed uses on the property will be compatible with one another;

Comment: The plan proposes uses that are compatible with each other.

(4) Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and

Comment: The proposed detailed site plan is compatible with existing and approved development as well as uses that are compatible with the surrounding uses.

(5) Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:

(A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;

Comment: The residential nature of the uses is compatible in size, height and massing with the adjacent property to the north, a church property, and will not result in a visually incompatible appearance.

(B) Primary facades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;

Comment: The mixed-use units located along Rollins Avenue will face the street. Pedestrian pathways do not require the pedestrian to cross any parking lots, as none are proposed within this development, and pedestrian crossings of commercial driveways are not proposed.

(C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building facades on adjacent properties;

Comments: The site design is such that streetlights will not spill over onto adjacent properties. No parking lots are proposed that would create a problem for impacts of lighting onto adjacent properties.

(D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;

Comment: The building materials are proposed as brick, and siding. This is compatible with the surrounding residential uses that predominate in this area.

(E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;

Comment: The residential use of the property will not include outdoor storage areas or sizable mechanical equipment that would be noticed from adjacent properties or streets.

(F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and

Comment: A condition of approval is included that requires the applicant to provide a signage plan for the mixed-use units and the entrance features for the site are attractive.

(G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:

(i) Hours of operation or deliveries;

(ii) Location of activities with potential adverse impacts;

(iii) Location and use of trash receptacles;

(iv) Location of loading and delivery spaces;

(v) Light intensity and hours of illumination; and

(vi) Location and use of outdoor vending machines.

Comment: The residential use of the property will not include large truck deliveries that would require the possible restriction of loading times. All trash facilities will be provided for as would be done in normal residential developments. The mixed-use properties will not require separate loading facilities because of the small size and use restrictions on the properties.

11. This detailed site plan is in conformance with the approved conceptual site plan. Conceptual Site Plan CSP-05002A contains the following conditions of approval as stated in the District Council Preliminary Notice of Conditional Zoning Approval dated February 22, 2006.

1. Detailed site plan approval is required prior to approval of the final plat.

Comment**:** This condition has been adhered to in the submittal of the detailed site plan currently under review.

2. At the time of detailed site plan, the plans shall identify the location and width of all streets, including private streets, alleys, and drive aisles.

Comment: The plan has identified the location and width of all the proposed streets, both public and private. Staff recommends a change to the plan to provide for two-way traffic in front of the mixed-used buildings for a more efficient circulation plan.

3. The Woodland Conservation Threshold for this site shall remain at 20 percent. Prior to certificate approval of the CSP, the worksheet on the TCP shall be revised to reflect the M-U-I zoning and the following note shall be added beneath it.

Per condition of the Planning Board, the WCT for this site is 20%

Comment: The Woodland Conservation Threshold shown on the TCPII is 20 percent.

4. Development of this conceptual site plan shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/15/05). The following note shall be placed on the Final Plat of Subdivision:

> **Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/15/05), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.**

Comment: This condition will be carried over to the approval of this plan.

5. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit to the M-NCPPC Planning Department copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

Comment: This condition will be carried over to the approval of this plan.

6. Prior to signature approval of the preliminary plan, the applicant shall determine the extent of the land that should be the subject of a Phase I archaeological investigation with the concurrence of the Development Review Division (DRD). The applicant shall complete and submit a Phase I investigation (including research into the property history and archaeological literature) for those lands determined to be subject. Archeological excavations shall be spaced along a regular 15-meter or 50-foot grid and excavations should be clearly identified on a map to be submitted as part of the report.

7. Prior to approval of a detailed site plan, the applicant shall submit Phase II and Phase III investigations as determined by DRD staff as needed. The plan shall provide for the avoidance and preservation of the resources in place or shall provide for mitigating the adverse effect upon these resources. All investigations must be conducted by a qualified archaeologist and must follow *The Standards and Guidelines for Archeological Investigations in Maryland (Schaffer and Cole: 1994)* and must be presented in a report following the same guidelines. Report editorial style shall follow the *American Antiquity* or *Society of Historical Archaeology* style guide.

Comment: Conditions 6 and 7 both address the issue or archeology. A Phase I archeological survey was conducted on the subject property; the draft report, *A Phase I Archeological Survey of Addison Road South: A 30-Acre +/- Development Property located on Addison Road South in Prince George's County, Maryland (Development Case No. 4-05016)*, was submitted on November 18, 2005. Staff found the report included investigation of 210 shovel test pits that were excavated in

seven areas across the property. Artifacts recovered were limited to four bottle glass fragments. A complex of three structures were identified consisting of a cinder block foundation and two cinder block buildings. The Historic Preservation staff concurs with the applicant that no additional archeological work is required.

8. Prior to signature approval of the CSP, the plans shall be revised to list the proposed uses as single family and live/work units. The commercial area of the live/work units shall be limited to commercial retail and offices uses only.

Comment: The CSP has not been submitted for signature approval as of the writing of this report; however, the same note should be added to the detailed site plan

12. **Conformance to Preliminary Plan of Subdivision 4-05016**: The property is the subject of Preliminary Plan 4-05016, approved by the Planning Board on September 8, 2005. The resolution of approval, PGCPB Resolution 05-189, was adopted on September 29, 2005. The resolution of approval contains 21 conditions. The preliminary plan remains valid until September 29, 2007, or until a final record plat is approved. The plan layout is consistent with the layout approved at the time of the preliminary plan of subdivision, with a few minor changes. The following conditions relate to the review of the detailed site plan (DSP):

2. A Type II tree conservation plan shall be approved with the detailed site plan.

Comment: The Environmental Planning section has reviewed the tree conservation plan and recommends approval of the plan. A Type II tree conservation plan for the entire subject property, which consists of a Phase I and II, was submitted with the review package in compliance with approved TCP I.

3. Development of this site shall be in conformance with Stormwater Management Concept Plan 10853-2005-00 and any subsequent revisions.

Comment: The Department of Environmental Resources has reviewed the proposed stormwater management plan as shown on the detailed site plan and has found that the application is consistent with the concept approval.

4. In conformance with the adopted and approved Addison Road Metro Town Center and Vicinity Sector Plan, the applicant and the applicant's heirs, successors and/or assignees shall provide the following, subject to the approval of the Department of Public Works and Transportation, and reflected on the detailed site plan:

a. Provide an eight-foot wide sidewalk along the subject site's entire frontage of Rollins Avenue.

Comment: The plan proposes a sidewalk along Rollins Avenue; however, the plan should dimension the width as eight feet.

e. Provide standard sidewalks along both sides of all internal roads.

Comment: The plan provides sidewalks along each side of the roadways.

5. Prior to the issuance of building permits for proposed residential and mixed use structures, the applicant shall submit certification by a professional engineer with competency in acoustical analysis to the Environmental Planning Section demonstrating that the design and construction of building shells within the noise corridor of Rollins Avenue and Addison Road South will attenuate noise to interior noise levels of 45 dBA (Ldn) or less.

Comment: This condition will be carried over to the approval of this plan.

7. Prior to the issuance of any permits that impact jurisdictional wetland, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

Comment: This condition will be carried over to the approval of this plan

9. Review of the detailed site plan shall include the following:

a. Impacts to the expanded buffer proposed for connection of the 60-foot-wide public right-of-way, north of the southern portion of the property, shall be further evaluated to reduce the impacts to the extent possible.

Comment: The revised plans do not show grading on the adjacent site.

b. A critical review of the dwelling unit orientation as it relates to appropriate access for individual lots (townhouse, single-family and live/work units). This review should be done in coordination with the Department of Public Works and Transportation (DPW&T) and the Fire Department for street and alley standards to adequately serve the residences.

Comment: The Department of Public Works and Transportation has stated that the width of the alley may be 18 feet wide. The Fire/EMS Department has reviewed the plan and has no problems with the proposal.

c. The location, size, type and buffering of the stormwater management facilities.

Comment: The plans show the proposed stormwater management ponds, including the location size, and type (above ground), and provide a naturalistic setting that will provide for an attractive facility. Landscaping with ornamental trees, shade trees, and evergreens has

been provided.

11. The applicant, his heirs, successors and/or assignees, shall provide one of the following or a combination of both as determined appropriate at the time of review of the detailed site plan:

a. Provide private on-site recreational facilities in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines* and shall allocate appropriate and developable areas for the private recreational facilities on homeowners association (HOA) open space land. The private recreational facilities shall be reviewed by the Urban Design Review Section of DRD for adequacy and property siting, prior to approval of the detailed site plan.

b. The applicant shall contribute to the M-NCPPC Department of Parks and Recreation for the development of the Rollins Avenue Neighborhood Park. The applicant shall provide evidence of the payment to M-NCPPC prior to the approval of the final plat.

Comment: The Department of Parks and Recreation provides the following analysis: "The town center development plan recommends a grid network of streets with a centrally located mini-park. Because property ownership is fragmented, with various owners, the centrally located mini-park has not been implemented. The applicant is not providing any parkland dedication or recreational facilities on site. To address the high need for public recreational facilities in the dense residential developments, DPR staff recommends a contribution of funds for the development of the Rollins Avenue Neighborhood Park, which is located 800 feet west of the subject properties. DPR staff believes that value of the monetary contribution should be based on the value of the recreational facilities that would be normally bonded for the on-site recreational facilities.

"The Parks and Recreation Facilities Guidelines provides a formula for determining the value of recreation facilities to be provided. DPR staff propose using the formula to determine the value of recreation facilities required from the subject-planned development:

"Step 1: **(N x P) / 500 = M**
"Step 2: **M x S = Value of facilities**

"Where:
"N = Number of units in project
"P = Population per dwelling unit by Planning Area
"M = Multiplier
"S = Standard value of facilities for population of 500

"Number of units in project: Includes all dwelling units proposed for future

development within the project area.

"**Population per dwelling unit by Planning Area:** The Research Section of the Planning Department publishes projections of household type and size by planning area each year.

"**Multiplier**: The ratio of the projected total population of the proposed community to a standard population increment of 500 persons.

"Standard value of facilities for population of 500: The cost of providing and installing adequate recreation facilities for a population of 500. This monetary amount is determined by the Department of Parks and Recreation on a biennial basis and it is based on the cost of a representative selection of recreation facilities, which, according to generally accepted standards in the recreation industry, will satisfy the needs of the typical group of 500 citizens (this list of the quantity and respective value of the recreation facilities to be provided for a typical population of 500 is updated regularly).

"Value of facilities to be provided: This dollar amount reflects the minimum cost of recreation facilities to be provided for the residents in the project area."

"The applicant shall contribute to the M-NCPPC Department of Parks and Recreation for the development of the Rollins Avenue Neighborhood Park. A fee shall be established based on the following formula:

"Step 1:	**(N x P) / 500 = M**
"Step 2:	**M x S = Value of facilities**

"Where:

"**N** = Number of units in project
"**P** = Population per dwelling unit by planning area
"**M** = Multiplier
"**S** = Standard value of facilities for population of 500

"The fee shall be determined by DPR upon request by the developer. The request shall be submitted two weeks prior to the submission of final plats.

"The applicant shall provide evidence of payment to M-NCPPC prior to the approval of the final plats."

Comment: The Development Review Division staff has calculated the amount of the contribution to be $95,000.00 and has added this as a payment condition prior to the approval of any final plats.

12. As determined appropriate with the review of the detailed site plan with the provision of private on-site recreational facilities, the applicant shall provide the following:

a. The applicant, his heirs, successors and/or assignees shall submit three original recreational facilities agreements (RFA) to DRD for construction of recreational facilities on homeowners association land, for approval prior to the submission of final plats. Upon approval by DRD, the RFA shall be recorded among the County Land Records.

b. The applicant, his heirs, successors and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities on homeowners land, prior to the issuance of building permits.

Comment: This condition does not apply because the plans do not propose on-site recreational facilities.

17. MD 332 and Rollins Avenue: Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances through either private money or full funding in the county's capital program, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

b. Submission at the time of detailed site plan of an acceptable traffic signal warrant study to SHA (and DPW&T, if necessary) for the intersection of MD 332 and Rollins Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by SHA, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by SHA.

The requirement for this signal warrant study may be waived by SHA if that agency determines in writing that that there are sufficient recent studies available to make a determination regarding a signal.

Comment: No traffic signal warrant study has been submitted by this applicant. However, Transportation Planning staff has been informed by the State Highway Administration (SHA) that there are sufficient recent studies of this intersection to render further study unnecessary,

21. The following access and circulation issue shall be addressed at the time of detailed site plan:

a. The possible use of a public secondary street instead of a private street at the southern end to connect the end of the north-south main street to Rollins Avenue.

Comment: The detailed site plan proposes a public secondary street at the southern end of the site to connect the end of the north/south main street (Brooks Drive extended).

b. The elimination of the more northerly access point onto Rollins Avenue.

Comment: Given the more local function of Rollins Avenue (in contrast to Addison Road), staff would not oppose a driveway in this location, and a private street would function much as a driveway. Also, as the southerly access has been upgraded to a public street, that other access can function as a primary access to this section of the development. Unless there is a concern from DPW&T, staff does not oppose this private street access.

Referrals:

13. The Community Planning Division found that this application is consistent with the 2002 General Plan Development Pattern policies for the Developed Tier. The development application conforms to the land use recommendations of the 2000 approved sector plan and sectional map amendment for the Addison Road Metro Town Center and vicinity for Subarea 4-Addison Road South. The 2002 General Plan indicates the property is located in a designated community center and Developed Tier. The vision for centers is mixed residential and nonresidential uses at moderate to high densities and intensities, with strong emphasis on transit-oriented development. The vision for the Developed Tier is a network of sustainable, transit- supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. Community centers are concentrations of activities, services and land uses that serve the immediate community. These typically include a variety of public facilities and services-integrated commercial, office and some residential development and can include mixed-use and higher intensity redevelopment in some communities.

    The development application meets most of the development standards outlined in the 2000 *Addison Road Metro Town Center and Vicinity Sector Plan and Sectional Map Amendmen*t pertinent to the Town Center Commons. The DSP does not contain a signage plan for the work/live units within the town center.

14. The Transportation Planning Section has reviewed the detailed site plan and provided the comments below.

    The Transportation Planning Division has reviewed the detailed site plan application referenced above. The vehicular and pedestrian access within the site is acceptable.

    The subject property was the subject of a 2005 traffic study and was given subdivision approval pursuant to a finding of adequate transportation facilities made in 2005 for Preliminary Plan of

Subdivision 4-05016. That preliminary plan was based upon 16 single-family residences, 167 townhouse residences, and 14 live/work units within the entire Addison Road South property. There is a concurrent site plan (DSP-05022) containing 6 live/work units, 9 single-family detached residences, and 75 townhouses. Between the two plans, this quantity of development would generate 139 AM peak-hour vehicle trips and 159 PM peak-hour vehicle trips, which is consistent with the approved preliminary plan.

Insofar as the uses proposed on this site plan are generally consistent with the uses proposed at the time of preliminary plan, making the basis for the preliminary plan findings is still valid; and in consideration of the materials discussed earlier in this memorandum, the transportation staff finds that the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing, programmed, or which will be provided as a part of the development if the development is approved. This determination is conditional upon the following:

a. Provision of signage for one-way operation (i.e., one-way signage at the entrance and "do not enter" signage at the egress) along the private drive serving the rears of the live/work units.

Comment: The plans do not reflect one-way alley along the rear of the live/work areas.

15. In a memorandum dated August 3, 2005 (Metzger to Lareuse), the Environmental Planning Section offered the following comments:

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan, DSP-05022, and TCPII/19/06, stamped as received by the Environmental Planning Section on November 16, 2005. The plans as submitted have been found to address the environmental constraints for the subject property. The Environmental Planning Section recommends approval of Detailed Site Plan DSP-05022 and TCPII/19/06 subject to conditions.

Background

The Environmental Planning Section previously reviewed the subject property in 2005, as conceptual site plan CSP-05002, which is for the M-U-I-zoned portion of the property. A preliminary plan of subdivision, 4-05016, was reviewed for the entire 33.04-acre property. The CSP and the preliminary plan were both approved with TCPI/15/05 and associated conditions. This property is located within the approved sector plan for Addison Road Metro Town Center.

The 15.91-acre site is currently under review as a Phase II submittal, which is a part of 33.04-acre property in the MUI/DDO Zone and is located between Addison Road and Rollins Avenue, south of Central Avenue and north of Walker Mill Road. The site is characterized by terrain sloping toward the northeast and southwest, and drains into unnamed tributaries of the Cabin Branch and the Anacostia River watershed in the Anacostia River basin. A review of the available information indicates that there are streams, 100-year floodplain, wetlands, highly erodible soils, and areas of

severe and steep slopes on the site. There are no Marlboro clays found to occur on the site. Addison Road and Rollins Avenue are collector roadways and generally not regulated for noise. The primary soil types found to occur on the subject property according to the Prince George's County Soils Survey are Collington series, Galestown and Westphalia. These soil series generally exhibit slight to moderate limitations to development when found on steep slopes. Based on the information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication entitled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads adjacent to this property. This property is located in the Developed Tier as delineated on the adopted General Plan.

Addison Road Metro Town Center and Vicinity Sector Plan Requirements

The subject property is located within Subarea 4 of the sector plan. There are no specific environmental requirements or design standards that require review for conformance.

Environmental Review

a. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the property has an approved Tree Conservation Plan. A Type I Tree Conservation Plan, TCPI/15/05, was approved by PGCPB. No. 05-189. A Type II Tree The Conservation Plan, (TCPII/19/06), has been reviewed and was found to generally conform to the requirements of the Woodland Conservation Ordinance. The TCP shows all regulated areas as shown on the Natural Resources Inventory that was reviewed prior to the submittal of the preliminary plan. The delineation of the expanded stream buffer required by Section 24-130 of the Subdivision Regulations is correctly shown. The TCPII as submitted is in conformance with the approved Type I Tree Conservation Plan.

   The zoning of the property is M-U-I, as approved with the CSP and has a Woodland Conservation Threshold of 20 percent based on the approved conditions. The TCPII worksheet correctly calculates the WCT at 20 percent.

   The minimum woodland conservation requirement for the entire site, of which the subject property is a part, is 6.22 acres of the net tract. An additional 10.37 acres are required due to the removal of woodlands on-site, for a total woodland conservation requirement of 16.59 acres. The plan shows the requirement being met with 1.72 acres of on-site preservation and 15.30 acres of off-site mitigation at a location to be determined later. The Type II Tree Conservation Plan (TCP/19/06-01) as submitted is in general conformance with the approved Type I Tree Conservation Plan (TCPI/15/05).

b. A stormwater management concept approval letter (10853-2005-00) dated April 7, 2005, was submitted with the subject application. Requirements for stormwater management will be met through subsequent reviews by the Department of Environmental Resources. No

further information is required at this time with regard to stormwater management.

c. Grading or filling of streams and nontidal wetlands requires the permission of the appropriate state and/or federal agencies.

Recommended Condition: Prior to the issuance of any permits which impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit to the M-NCPPC Planning Department copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

16. The adopted and approved Addison Road Metro Town Center and vicinity sector plan recognizes that bicycle and pedestrian facilities are important in promoting nonmotorized access to the Addison Road Metro. Standard sidewalks, wide sidewalks, or trails are recommended along all major roads due to their ability to facilitate continuous pedestrian movement to the town center and Metro. Sidewalks are recognized as an important component of transit-oriented development. The sector plan also recommends a grid street system in the town center area. This type of street grid is pedestrian- and bicycle-friendly because it disperses traffic along numerous routes and tends to promote slower driving speeds. Part of this proposed grid is reflected on the submitted plan. The plan also reflects several vehicular and pedestrian connections to the adjacent Brighton Place development. Approvals for Brighton Place (4-04011 and DSP-04082) require an extensive network of internal sidewalks, some of which will connect to the subject site.

Although no master plan trails impact the subject site, staff is recommending a comprehensive network of standard sidewalks, wide sidewalks, and internal paths on the site in order to accommodate pedestrian movement and encourage nonmotorized access to Metro. It appears that a standard sidewalk is being proposed along the site's frontage of Rollins Avenue, although it is not labeled on the submitted site plans. Staff recommends that an eight-foot-wide sidewalk be provided.

SIDEWALK CONNECTIVITY:

An extensive network of sidewalks and wide sidewalks is shown for both phases of the Addison Road South development. This includes the wide sidewalk along Harrington Street, Parcel AA, and Parcel F, an eight-foot-wide sidewalk along Rollins Avenue, standard sidewalks along all of the private roadways, and sidewalk connections along some of the private alleys. Staff supports the sidewalk network as shown and finds the plan in conformance with the adopted and approved Addison Road Metro Town Center and vicinity sector plan and approved Preliminary Plan 4-05016 if the applicant and the applicant's heirs, successors and/or assignees provides an eight-foot wide sidewalk along Rollins Avenue.

17. The following comments were generated by the Permit Review Office and have to be addressed:

a. All building setbacks, front, sides and rear must be provided on the site plan.

b. Percentage of yard area, per lot, must be provided on the site plan.

Comment: The plan provides for a minimum yard area of 400 square feet for the attached housing.

c. Will decking standards be included within the regulations?

Comment: The decking standard shall be a minimum of 400 square feet of yard area for the attached housing and the single-family detached housing will be governed by the proposed lot coverage and setbacks.

d. Will any extensions into the BRL be allowed for decking, bay windows, chimneys, etc.?

Comment: An allowance for the extension of projections is included in the notes on the plan but should not be allowed for end walls of single-family detached dwelling buildings as the side yard is small as proposed.

e. Please list all regulations as approved under this plan within the general notes.

Comment: The application includes all of the regulations that will govern development of the site.

f. Will accessory structures be allowed in either of the town home sections? Will setbacks be addressed?

Comment: The plan does not provide for accessory structures other than the garage. The setback for the garages should be a minimum of two feet from a property line.

Comment: The M-U-I Zone requires that the signage must either meet the requirements of the plan or meet the requirements of Part 12, the Sign Ordinance. Prior to signature approval, the plans should include signage details for the commercial space of the mixed-use units and provide additional information required for the entrance feature.

h. Will any additional parking be required for recreational areas?

Comment: There are no recreational facilities on the site that require additional parking.

i. Cover sheet data is stating there will be a total of nine live/work townhouse units. Yet only six are shown on the site plan for phase I.

Comment: There are six live/work units proposed. The cover sheet should be changed prior to signature approval of the plans.

j. Under what authority allows live/work units. Live/work units have not been allowed within the M-U-I, R-55, Addison Road Metro Town Center DDO.

Comment: The live/work units are allowed by Section 27-546.17 (b), which allows for vertical mixed use of residential and commercial.

k. If in fact allowed, has additional parking been provided for the live/work units for commercial components?

Comment: Parking is being provided in accordance with Section 27-546.18 (b), which allows for the reduction of parking required by 30 percent for the mixed-use component of the project.

l. Have specific limitations been created to determine what uses are allowed?

Comment: The conceptual site plan includes a condition that restricts the commercial space to commercial retail and office. This same condition is included in the recommendation section of this report.

m. Have specific limitations been created to determine required parking for each use?

Comment: The parking requirement per Section 11, Parking and Loading, requires one parking space per 150 square feet of retail and one space per 250 square feet of office. The applicant has used one space per 200 square feet of commercial area because the use of these units will not be determined until the products are sold to the ultimate owners of the property.

n. Will separate U & O permit be required?

Comment: Separate use and occupancy permits will be required for the residential occupancy and the commercial occupancy of the live/work structures.

18. The application was sent to the following surrounding municipalities for review: Capitol Heights and Seat Pleasant. As of the writing of this report, no responses have been received.

19. As required by Section 27-285 of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVE the alternative development district standard for S3.D, S3.F, S3.G, P1.E, P2.E; APPROVE the request for a variance to Sections 27-442(b), (d),and (e), and APPROVE DSP-05072 and TCPII//19/06-01, with the following conditions:

1. Prior to the issuance of any permits that impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit to the M-NCPPC Planning Department copies of all federal and state

wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

2. In conformance with the approved Addison Road Metro Town Center and vicinity sector plan and approved Preliminary Plan 4-05016, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:

   a. An eight-foot-wide sidewalk along the subject site's entire frontage of Rollins Avenue, unless modified by DPW&T.

3. Prior to signature approval of the plans, the following changes shall be made:

   a. Lots 140 through 165 shall be reduced in depth from approximately 85 feet to 80 feet to create a minimum 10-foot-wide landscape buffer outside of the lots. A six-foot-high privacy fence with brick piers (at approximately 22-foot intervals) shall be incorporated along the common property line with the church from Lot 140 through 165. A five-foot-wide landscape strip shall be located immediately adjacent to the fence; the landscape strip shall incorporate columnar evergreen trees or shade trees at planting intervals to be agreed upon by staff and the applicant. The details and specifications of the fence shall be reviewed and approved by the Urban Design Section.

   b. The plans shall be revised to demonstrate conformance to development district standard S4.E in relationship to buffering and screening requirements.

   c. Primary crosswalks shall be added to the plans in the following locations:

      (1) At the entrance to the development along Rollins Avenue, across both proposed entrance streets, unless modified by DPW&T.

      (2) At the intersection of the Brooks Drive extension and the proposed private street crossings.

      The details and specifications of the primary crosswalks shall be constructed of interlocking concrete pavers and shall be reviewed and approved by the Urban Design Section.

   d. The location of light fixtures, pole height, details and specifications, and fixture type shall be reviewed and approved by the Urban Design Section and shall be shown on the plans.

   e. The appropriate details for the bench shall be added to the plans and shall reflect the same or similar details as was approved on DSP-04082.

   f. The applicant shall submit the exterior color palette for proposed siding, trim, roof shingles, brick foundation, and front doors for the units, and the colors shall be approved by the Urban Design Section.

g. A minimum of two end-wall features shall be provided on the single-family detached units and three or more features on the end walls of the townhouse units.

h. The architectural elevations for the single-family attached units shall, at a minimum, depict brick or stone wrapping the first floor of the front and side elevations. All doorways shall be consistently located, except end units may be raised to the second floor.

i. All porches shall be shown at least six feet in depth.

j. The proposed development table shall be revised as follows:

(1) For all single-family detached units, a minimum side yard setback of five feet.

(2) For single-family detached units with a front integral garage, rear yard setbacks shall be reduced to 20 feet in order to allow for decks.

(3) For single-family detached units, no allowances for the extensions or projections of ground level bay windows shall be allowed for side elevations, where side elevations are adjacent to other side elevations.

(4) A note shall be added to the plans to allow that minor variations to the development standards (not more than 10 percent) may be approved at the staff level.

k. The plans shall include signage details for an entrance feature along Rollins Road and Brooks Drive extended and the building-mounted signs for the mixed-use portion of the development and shall be compatible in design with the buildings in regard to design, materials and colors.

l. The plans shall provide details and specifications for the pavement design of the alley surfaces including a concrete edging designed to collect water runoff and/or to provide a visual edge to the right-of-way.

m. The plans shall be revised to incorporate the details and specification for decks as standard features on the single-family attached units that have an integral rear-load garage. The deck size shall be no less than 10 feet deep and 20 feet wide.

n. The plans shall be revised to indicate the Diamond Pro Stone Cut Series–Armistead Point as the material for the retaining walls or an equal to be approved by Urban Design.

o. The plans shall be revised so that the private drive in front of the live/work units shall be revised to accommodate two-way traffic.

4. Prior to the issuance of any building permits, the plans shall be revised to demonstrate the following:

a. Sixty percent of the single-family detached units within the development shall have front porches.

b. All of the units facing and adjacent to Rollins Avenue and Brooks Drive extended shall have brick fronts and the overall development shall have 60 percent of the units with either brick or stone fronts.

c. Prior to building permit issuance, of any stick of townhouses, the architectural elevations for the complete building sticks shall be prepared for review and shall demonstrate that not less than 50 percent of the units have cross gables, dormers or other variations in rooflines.

d. The front loaded integral garage single family attached units shall have two single garage doors as opposed to a double garage door.

5. Prior to the issuance of building permits for the townhouse units, the permit drawings shall include the proposed front elevations for each building stick for review and approval by the Urban Design Section.

6. Separate use and occupancy permits for each of the mixed-use structures located on Lots 134 through 139 are required for the residential use and the commercial use. The commercial area of the mixed-use units shall be limited to commercial retail and office use only.

7. Prior to the approval of the final plat, the applicant shall provide evidence of a contribution to the M-NCPPC Department of Parks and Recreation in the amount of $95,000 for the development of the Rollins Avenue neighborhood park.

8. Prior to the issuance of building permits for proposed residential and mixed-use structures, the applicant shall submit certification by a professional engineer with competency in acoustical analysis to the Environmental Planning Section demonstrating that the design and construction of building shells within the noise corridor of Rollins Avenue and Addison Road South will attenuate noise to interior noise levels of 45 dBA (Ldn) or less.

9. The following note shall be placed on the final plat of subdivision:

> "Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/15/05), or as modified by the Type II tree conservation plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy."

10. No two dwelling units located next to each other may have identical front elevations.

11. The applicant, his heirs, successors and/or assignees shall display in the sales office all of the plans approved by the Planning Board for this subdivision, including all exterior elevations of all approved models, the detailed site plan and the landscape plan.

12. Prior to the approval of the final plat of subdivision, the applicant shall obtain approval from the Department of Environmental Resources for a floodplain study in order to justify the density of the proposed project or the appropriate reduction in density should be taken.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board=s action must be filed with the District Council of Prince George=s County within thirty (30) days following the final notice of the Planning Board=s decision.

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Eley, seconded by Commissioner Vaughns, with Commissioners Eley, Vaughns, Squire, Clark, and Parker voting in favor of the motion at its regular meeting held on Thursday, April 20, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 4th day of May 2006.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:SL:bjs